

HONGKONG, MONDAY, JUNE 18TH, 1877. 壹拜禮 號八十月六英 港香 [PRICE \$2½ PER MONT

[PRICE \$2 $\frac{1}{2}$  PER MONTH.

## INTERNATIONALS

STATE OF LOUISIANA "  
 specified as above on or about THURSDAY  
 or 21st instant.  
 "Eight or Passage, Apply to  
 LARDINE, MATHESON &  
 Co., 18th June, 1877. [583  
 TO LET.  
 OFFICE IN QUEEN'S ROAD CENTRAL.  
 Apply to PURDON & Co.  
 18th June, 1877. [74339  
 NOTICE.  
 DBERS for REPAIRS to the British  
 ship "DAFENT" must be sent in to the  
 agent before NOON on WEDNESDAY,  
 19th June, 1877, or the  
 signature of the Work required may be had  
 on certain on board, or from the Under-  
 Agents.  
 MEYER & Co.,  
 Agents. [940  
 18th June, 1877.  
 NOTICE.  
 DEPARTMENT of the Pacific Mail  
 Steamship Company's Steamer "ALBATROSS"  
 is hereby POSTPONED TO DAY, the  
 19th, 6 P.M.

RUSSELL & Co.,  
 Agents.  
 Hongkong, 12th June, 1877. [74908]  
 WANTED, a MATEON for the LOOK  
 KOO, a Chinese, one who can speak both  
 English and Chinese preferred.  
 Salary \$30 a Month and Quarters.  
 In the Applications, Certificate should be  
 from the Colonial Surgeon, Government Civil  
 Hospital.  
 Hongkong, 12th June, 1877. [74901]

WANTED, A SITUATION, by a respectable  
 Widow, an ATTENDANT on  
 ORPHANS or an INVALID Lady proceeding to  
 Europe. Good References. Address "A.B."  
 at the Daily Press Office.  
 Hongkong, 4th May, 1877. [684]

SPANISH CONSULATE.

NOTICE is hereby given to Captains and  
 Superintendents of Vessels bound for Porto  
 Rico, the Islands of Cuba and Porto Rico that, in  
 event of no Consul or Spanish Agent re-  
 siding at the port of destination, the Master  
 of the vessel is to be presented at the port of arrival  
 to be substituted by the Capitana of three  
 merchants residing at the port of departure, or  
 the Administrator of Clearances, or other  
 public authority.  
 Vessels and Crews are to be considered amended

the alterations noted above.  
A. FARAUDDO,  
Consul for Spain.  
Hongkong, 12th June, 1877. 2w904

**THE CHINESE INSURANCE COMPANY,  
LIMITED.**

**N O T I C E.**

THE TRANSFER BOOKS of this Com-  
pany will be CLOSED from 20th to 30th  
inst. both days inclusive.

(Order of the Board of Directors.)  
OLYMPIA & Co.,  
General Agents.

of Office.  
Hongkong, 11th June, 1877. (902)

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**NOTICES TO CONSIGNEES.**

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**& O. S. N. COMPANY'S STEAMSHIP  
CATHAY.**

ONSIGNMENTS of Cargo by the above-named vessel, from London, Bombay, and Intermediate Ports, and from all other Ports, and from all other Countries, are hereby notified that their Goods are being landed and are at their risk in the Company's Godowns in West India, whoso delivery can be obtained on the date, to wit:

Goods not delivered by the 22nd instant will be subject to rent.

ADAM LIND,  
Superintendent.

Canton, 18th June, 1877. [54935]

CONSIGNEES OF OPTIONAL CARGO,  
EX O. S. S. CO.'S S.S. *DIOMED*,  
FROM LONDON, DROUGHT.

SHIPPING Orders must be obtained from the Underwriter, not later than the 18th inst. for shipment per steamer *MENEZES*.  
BUTTERFIELD & SWIRE, Agents. [54935]  
Canton, 14th June, 1877.

FROM LONDON, PENANG, AND  
SINGAPORE.

ONSIGNEES *Nankin* having arrived, Consignees of Cargo are hereby informed that

Their Goods are being landed at their risk by  
 the Undersigned and stored in their Godowns.  
 Bills of Lading for the Goods, Boats delivery  
 is to be obtained.  
 Optional Cargo will be sent on to Shanghai  
 unless notice to the contrary is given before  
 the 15th inst. to the D.D. Cargo remaining undelivered after the 20th  
 inst. will be subject to rent.  
 The Insurance has been effected by the  
 Bills of Lading will be counter-sifted by  
 Agents.

HONGKONG, 14th June, 1877. 70926

NOTICE TO CONSIGNEES.  
 THE BRITISH BARK OSAKA, FROM  
 LONDON.

CONSIGNEES of Cargo by the above-named  
 Vessel are requested to send in their Bills  
 of Lading to the Undersigned for Counter-  
 signature, and to take immediate delivery of  
 their Goods.  
 Cargoes impeding the discharge of the Vessel  
 will be landed and stored at Consignee's risk  
 and expense.

MEYER & Co.,

Agents.  
76013

Hongkong, 14th June, 1877.

NOTICE TO CONSIGNEES.

THE BRITISH SHIP DAPHNE FROM  
LONDON.

CONSIGNEES of Cargo by the above-named  
Vessel are requested to send in their Bills  
of Lading to the "Underwriter" for Counter-  
signature, and to take immediate delivery of  
their Goods.

Consignees are also informed that before do-  
ing business can be obtained, they will be required to  
sign the Average Bond and to give approved  
guarantees for Contribution to General Average.

Cargo impounded in consequence of the Vessel  
will be landed and stored at Consignees' risk  
and expense.

METER & Co.  
Agents.  
76390

Hongkong, 14th June, 1877.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE TO CONSIGNEES.

is requested to send in their Bills of Lading to the undersigned for countersignature and to make immediate delivery. This Cargo has been loaded and stored at their risk and expense. No Fire Insurance has been effected.

H. ny. POUREY, Agent.

Ex Hongkong

R. 50 bags Coffee, from Batavia.

100 C.M. in diamond, 18 bags Cinnamon, from Galia.

A.R. 45 kays Provisions, from Galia.

A.R. 2 bales Cotton, from Galia.

A.R. 1 bag Coffee, from Galia.

D. 1 oak Wine, from Muscuelles.

Hongkong, 19th June 1877.



NEW READY FOR SALE

THE CHRONICLE AND DIRECTORY FOR 1877.

(With which is incorporated "THE CHINA DIRECTORY.")

This Comprehensive Work, now in the FIFTEENTH YEAR of its existence, has been compiled from the BEST and MOST RELIABLE SOURCES, and no pains have been spared to render it COMPLETE in EVERY RESPECT.

- THE DIRECTORY FOR HONGKONG.
- THE DIRECTORY FOR CANTON.
- THE DIRECTORY FOR WAMPPOA.
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MARRIAGE.

At No. 3, Praya Street, Hongkong, on 16th June, by the Rev. James Lamont, Hongkong, to James, daughter of J. Inglis, Esq.

The Daily Press.

HONGKONG, JUNE 18TH, 1877.

Once more the long missing lorcha *Mandarin* has turned up, and this time there is no doubt that the vessel is the same.

difficult to imagine that they over used any bold face efforts to discover and capture the lorcha. The supposition of the Chinese officials is, however, in this case nothing unusual or extraordinary, and is traceable in great degree to the apathy of the British representatives in not more energetically demanding satisfaction for the murder and the restitution of the stolen property. It really seems almost incredible that four years should have been allowed to lapse without any active steps being taken to bring the murderers of Captain MAIN to justice. Such is, unfortunately, the fact, however, and it certainly does not redound to the credit of the British representatives in China. The case of the German *lorcha* *Anna* was an almost exactly parallel case. The crew of the *Anna*, it is true, murdered two men—the master and mate—instead of one; but, with this exception, there is no material difference in the two outrages. But the way in which they have been treated by the Chinese authorities shows a very wide difference indeed. In the one instance the murderers were captured and suffered the extreme penalty of the law, and ample compensation for the loss to the owners of the ship was paid over in a few months after the commission of the outrage. In the other case no sincere attempt has apparently been made by the provincial authorities either to bring the murderers to justice or to make restitution of the plunder. Years have passed by, during which the pirates have been allowed the uninterrupted enjoyment of their booty. They have sailed to and from various coast ports, carrying on a no doubt profitable trade without molestation. Nor will it be through the agency of the local authorities if Nemesis has at length overtaken the murderers. The history of the whole affair strikingly shows the natural indolence and reluctance of Chinese officials to take the initiative in obtaining justice in any case where Europeans are concerned. Unless they are compelled to stir in the matter the perpetrators of any outrage, no matter how gross, find no difficulty in getting off undetected. The murderers of the master and mate of the *Anna* would probably have escaped scot free had not the German Government signified, in a way that could not be disregarded, that it intended to have both justice for the crimes and full restitution of the property, which the provincial officials had suffered to be distributed among the villagers on the coast. When they found that there was only one very unwelcome alternative, the Chinese Authorities were up to the necessity of moving in the matter, and in a comparatively short space of time the just and reasonable demands of the German Minister were complied with. Why did not the British Minister insist as strongly upon receiving satisfaction in the case of the *Mandarin*? Will naturally be asked by British residents in China. It is a duty that the British Government owes to its subjects to see that the poorest and most friendless are not murdered or outraged in foreign lands. To fail to demand and obtain justice in such cases is to involve an inevitable loss of prestige and to render British life and property abroad less secure. It is to be hoped that the guilty parties in connection with the piracy of the *Mandarin* have this time been really discovered. About twelve months ago it was reported that some of the crew of that vessel had been secured and taken to Ningpo. They were then said to be in custody, but nothing more was heard of the matter until the other day, when the *lorcha* was seen and recognised, despite her disguise, by a foreign pilot, who communicated the intelligence to the British Consul at Wenchow. This official immediately applied to the local authorities, and the vessel was thereupon promptly seized by the Tientsin. There would appear from the accounts in our Shanghai contemporary, to be little doubt with regard to the identity of the vessel. Whether the crew who have been arrested will turn out to be the same men who murdered Captain MAIN and his mate, the original crew may have sold the vessel and cargo and retired with the proceeds of their iniquity far from the scene of their crime. Or there may be a great deal of difficulty in identifying the scoundrels at this late date. There may possibly be no one ready or willing to come forward and establish their identity with Captain MAIN's crew, and it is sufficiently obvious that the long delay which has been permitted to elapse since the commission of the outrage will tend strongly to increase the obstacles in the way of the conviction of the miscreants. Unless there be sufficient evidence of their implication in the crime, they will, of course, have to be set free for the British sense of justice is too strong to permit of a man being executed on doubtful testimony. We trust, however, that if the right men have been caught there will be convincing proofs of their guilt added and that they will suffer the righteous penalty of their misdeeds. The Chinese authorities should also be compelled to make similar compensation to the owners of the vessel to that exacted by the German Minister for the loss sustained through the piracy of the *Anna*. By determined measures only can the Chinese Government be brought to fulfill its international duties to Western nations.

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NOTICE.

A. S. WATSON AND CO.

By Appointment to His Excellency the Governor and his Royal Highness the Duke of Edinburgh.

WHOLESALE AND RETAIL DRUGGISTS.

PATENT MEDICINE VENDOR.

DESTRUCTIVE SUNDRIES.

AND

ADORNED WATER MAKERS.

SHIPS MEDICINE CHESTS REFITTED.

PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is respectfully requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or

HONGKONG DISPENSARY. [827

MARRIAGE.

At No. 3, Praya Street, Hongkong, on 16th June, by the Rev. James Lamont, Hongkong, to James, daughter of J. Inglis, Esq.

The Daily Press.

HONGKONG, JUNE 18TH, 1877.

Once more the long missing lorcha *Mandarin* has turned up, and this time there is no doubt that the vessel is the same.

THE CHRONICLE AND DIRECTORY FOR 1877.

(With which is incorporated "THE CHINA DIRECTORY.")

- THE DIRECTORY FOR HONGKONG.
- THE DIRECTORY FOR CANTON.
- THE DIRECTORY FOR WAMPPOA.
- THE DIRECTORY FOR MACAO.
- THE DIRECTORY FOR HOIHOW.
- THE DIRECTORY FOR SWATOW.
- THE DIRECTORY FOR AMOY.
- THE DIRECTORY FOR FORMOSA.
- THE DIRECTORY FOR FOCHOW.
- THE DIRECTORY FOR NINGPO.
- THE DIRECTORY FOR SHANGHAI.
- THE DIRECTORY FOR CHINKING.
- THE DIRECTORY FOR KUKIANG.
- THE DIRECTORY FOR HANKOW.
- THE DIRECTORY FOR CHEFOO.
- THE DIRECTORY FOR TAKU.
- THE DIRECTORY FOR TIENTSIN.
- THE DIRECTORY FOR NEWCHWANG.
- THE DIRECTORY FOR PEKING.
- THE DIRECTORY FOR JAPAN.
- THE DIRECTORY FOR PHILIPPINES.
- THE DIRECTORY FOR SAIGON.
- THE DIRECTORY FOR HAIPHONG.
- THE DIRECTORY FOR HANOI.
- THE DIRECTORY FOR SINGAPORE.
- THE DIRECTORY FOR BANGKOK.

With brief descriptions of Hongkong and the Treaty Ports of China, Japan, and the Philippines.

It also includes a mass of useful information in addition to that usually found in works of the kind.

The larger Directory contains the different Treaties and Conventions made by China and Japan with foreign countries, together with various Acts, Ordinances, and Regulations relating to Commerce



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